

Introduction
Preliminary Working List of Proposed Projects
Strategic Growth Plan General Obligation Bond Funding

Governor Schwarzenegger's Strategic Growth Plan General Obligation (G.O.) Bond proposal sets forth broad categories of capital projects eligible for G.O. Bond funding. It also proposes a process for the Business, Transportation and Housing Agency (BTH) and the Department of Transportation (Caltrans) to propose performance criteria and projects for approval by the California Transportation Commission (CTC). Performance criteria will focus on investments that are the most cost-effective strategies and projects to relieve congestion and accommodate future growth in population and the economy. BTH and Caltrans will seek broad input from the public and stakeholders on both criteria and projects in formulating recommendations to the CTC.

For projects on Regional Priority Routes and Focus Routes, the CTC will allocate G.O. Bond funds if the projects are included in a regional transportation plan. Regions will be able to substitute a project if it can be demonstrated to better meet performance standards. Final allocations to specific projects will be determined by the CTC.

G.O. Bond funding is intended to jump-start construction of projects and leverage other funds. Thus, every effort will be made to identify matching funds for all projects in order to achieve the most cost-effective investment from the G.O. Bond funding. Attached is a Preliminary Working List of Proposed Projects (as of January 5, 2006) prepared by Caltrans based on existing and projected future levels of congestion on the corridors and currently-known sources of matching funds. Please note that the working list of Proposed Projects is preliminary and is being provided to the public to ensure openness and transparency in the process.

G.O. Bond funding for both (a) air quality improvements to mitigate existing impacts from port-related activities (which must be matched 1:1) and (b) trade corridors and goods movement infrastructure (which must be matched 1:4) will be subject to adoption of a plan prepared by the Business, Transportation and Housing Agency / Department of Transportation and the California Environmental Protection Agency and approved by the California Transportation Commission. Examples of air quality improvement investments to mitigate existing port-related impacts include replacing dirty diesel engines and providing incentives for cleaner engines in harbor crafts. Examples of trade and goods movement infrastructure improvements include grade separation projects such as the Alameda Corridor East, dedicated truck lanes, intermodal facilities, and improved port access.